(e) whether his Ministry have taken any steps to investigate the matter?

THE MINISTER OF PETROLEUM AND CHEMICALS AND PARLIAMENTARY AFFAIRS (SHRI SATYA PRAKASH MALAVIYA): (a) The companies whose names were reported to the Ministry of Commerce are as under:—

1. M/s. Alembic
2. M/s. Wellchem
3. M/s. Lawande
4. M/s. Cepham Labs
5. M/s. Jagsonpal
6. M/s. Scanomax
7. M/s. Pharma Chem
8. M/s. Nirmal Drugs (has since completed the indigenous lifting).

(b) and (c) Yes, Sir. Since bulk of the requirements were being met through imports, facility of advance importer to regular users of Penicillin-G was allowed with the attention of ensuring its sustained availability for manufacture of down-stream products. The liability of lifting indigenous material as per prescribed ratio was maintained.

(d) and (e) Matter has been referred to the CCI&E for taking action against the defaulting companies for violating the conditions of import.

**'Incentive Money' paid to Air India Crew in Foreign Exchange**

693. DR. BAPU KALDATE:
SHRIMATI KAMLA SINHA:
SHRI SURESH KALMADI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) what is the existing practice for paying 'incentive money' to the Air India crew;

(b) what is the annual payment forwards 'incentive money' to the Air India crew (in foreign exchange) during the last three years;

(c) what is the annual expenditure on payment of daily allowance (in US dollars) over and above their hotel accommodation, transport etc. during the above period;

(d) what are the considerations for paying 'incentive money' in addition to the payment of daily allowance;

(e) whether in view of the foreign exchange crisis, Government have considered the desirability or otherwise of the continuance of paying 'incentive money' in foreign exchange; and

(f) if so, what decision, if any, has been taken by Government in the matter?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARMOHAN DHAWAN): (a) Pilots/Flight Engineer of Air India, operating long haul direct flights are paid long haul allowance from 15 February, 1988 onwards. Payments are effected in U.S. Dollars after deducting 50 per cent Income Tax at source.

(b) and (c) Expenditure on long haul allowance and lay over allowance to cockpit crew during 1988-89 and 1989-90 is as under:—

| | Long Haul Allowance (before deduction of income tax) | Layover Allowance |
|---|---|---|
| 1988-90 | US $ 5,37,370 | US $ 21,48,000 |
| 1989-90 | US $ 7,61,580 | US $ 22,44,000 |

(d) to (f) The payment of long haul allowance is an incentive for the Pilots/Flight Engineers for operating long haul flights and is part of the agreement with the flying crew.